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THE HONGKONG DISPENSARY.

**NOTICE TO CORRESPONDENTS.**

Only communications relating to the new columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD 31.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th JANUARY, 1904

The petition presented the other day by the Hon. H. E. Pollock, K.C., from the ladies of Hongkong, praying to the Officer Administering the Government for the compulsory registration of servants should, it seems, have been addressed to His Excellency and the members of Council. That technical mistake (as it is readily amended, but it is to be regretted, inasmuch as it may serve to delay consideration of a subject of the utmost importance to the British and foreign community. The evils attending the present system, or rather want of system, for the hiring and regulation of domestic servants are so patent and are so clearly set forth in the petition that it is almost unnecessary to refer to them, much less to dwell upon the inconveniences, the wrongs, and the annoyances which nearly every household has to endure at the hands of incompetent, careless, insolent, or dishonest servants. It will be remembered that the late Governor, Sir HENRY BLAKE, to whose notice the difficulty of obtaining reliable private chair and janitor-coolies had been forcibly brought home, appointed a Commission (comprised of Messrs. T. SERCOMBE SMITH, F. J. BAILEY, and R. C. WILCOX) to enquire into and take evidence on the subject. That Commission reported very strongly in favour of the registration of all coolies, with photographs to be attached to the registration-certificates, and attached a first Ordinance to their recommendations for the purpose of carrying them into effect. Unfortunately His Excellency Sir HENRY BLAKE, while admitting the evils of the existing want of system, was not in favour of registration, being doubtful whether the coolies would be willing to comply with its

conditions. It is quite likely that the coolies would not have been favourably disposed to registration; ignorant persons are seldom willing to concur in regulations which may give them a little trouble, even if they are likely to prove to their ultimate advantage. But the good of the community should also be set above the inclinations or wishes of a class. The British and foreign community pay for the music and it is their right to call the tune. It may be said, of course, that the servants will strike against registration, but this is not likely when they find that it will cost them nothing and that it will give them a status which at present they do not possess. Under the existing want of system there is nothing to prevent a rogue or criminal from obtaining—either by theft or purchase—the testimonials of a servant who has given up that employment or died at his home in the interior, and entering the household of a British resident with the ulterior object of robbing it, and thus bringing discredit on the servant class. That such things are done we have every reason to believe, and they doubtless account for many of the frequent robberies by domestics or persons in collusion with them. It could not fail to be a source of satisfaction to the servants of the Colony to know that they possessed in their registered certificate a guarantee for their steadiness and good character. We believe it is urged in some quarters that, seeing there is even now a scarcity of servants of any kind, registration would accentuate that difficulty, and lead to a demand for higher wages. Even now, it is argued, it is not easy to secure native servants who can speak English, or that jargon called "pidgin English," and that this must become more marked if the bad and untrustworthy boys or coolies are weeded from the ranks. In any change proposed, no matter what, some risk must be taken, and it is possible that wages for really efficient and obliging servants would advance in a degree, but we feel sure that the vast majority of employers would gladly pay a little more than they have been giving to get hold of willing and decently behaved domestics. As for the supply, that would soon be brought up to demand. Even under former and haphazard conditions, there has never been any serious difficulty in procuring labour. On the other side, there have been several cases of residents giving up housekeeping altogether, owing to the badness of servants, and going to the hotels to live. Rather than put up with the never-ceasing trouble of changing incompetent servants they have been content to incur a heavier outlay and put up with the limitations of hotel life. The Cantonese, under the best circumstances, make indifferent servants, but uncontrolled and unregulated they become utterly careless of the interests of their employers and render eye service of the most barefaced type. It is high time that something was done to place this important question on a new footing, so that the conditions of existence—always trying in the Orient—should be rendered more bearable to female heads of European households.

Mr. K. F. A. Harberg has been provisionally recognised as Consul-General for Norway and Sweden in Hongkong.

The annual general meeting of the seafarers and subscribers of St. John's Cathedral will be held to-morrow at 5 p.m. in St. Paul's College.

H.E. Senor Castello Branco, Portuguese Minister to Peking, arrived at Shanghai on the French mail on the 16th inst.

It is noted in Japan that there has been a great increase in life insurance applications, chiefly from naval and military men.

The Gazette notifies that Sergeants D. Mc Hardy and W. Cameron have been appointed Inspectors of Nuisances; and Mr. Ng Hon Choi public vaccinator.

The mortality returns for October show a total of 525 deaths—26 in the European and foreign community (29 Civilian, 6 Army) and 499 Chinese. 28 deaths were due to malaria, 143 to chest affections.

According to L'Echo de Chine, it is telegraphed from London that the signature of the Franco-Siamese treaty is expected. The treaty confirms while it modifies the convention of 1902, provides for the evacuation of Chantaboon, and restores perfectly amicable relations between France and Siam.

It is understood that boxing contests are to be held at the City Hall on the 3rd prox.

Mr. W. R. Lennard, formerly of Hongkong, is now playing forward for the Shanghai Football Club (Association).

Latest Japanese papers confirm the supposition that the censorship in Japan extends to all foreign as well as native newspapers, and to all telegrams for abroad. Telegrams for home papers from their correspondents have already been stopped in Tokyo.

The Mainichi repeats the report that Japan has acquired an option to purchase the Turkish cruiser Medjedieh, now being built at Philadelphia. The price is stated to be half a million sterling. The construction of this Turkish cruiser was ordered last year. The displacement of the vessel is 3,250 tons; speed 24 knots per hour; guns, two 6 inch, eight 4.7 inch, six 1.8 inch, and 12 xms.

The Tokyo correspondent of the N.O. Daily News telegraphed on the 16th inst. that "Russia has communicated to the Powers, including Japan, her view of the respective treaty right of the two countries in Manchuria." He also states:—"Sixty-four American marines with three officers arrived at Seoul yesterday. The American guard now numbers one hundred. A French detachment is expected to follow."

The Japan Mail says that it is reported that the personnel of the Military Council recently instituted by Imperial Ordinance will be as follows:—Field-Marshal Marquis Yamagata, Field-Marshal Marquis Oyama, Admiral Yamamoto, Minister of the Navy, Lieut. General Terachi, Minister of War, Admiral Viscount Ito, Admiral Count Kabayama, Admiral Baron Inouye, General Count Nogi, General Baron Kuroki, General Baron Oku, Lieut. General Baron Kodama, Rear-Admiral Jinn.

The N.C. Daily News says that the Japanese name of Nishin given to one of the recently purchased Argentine cruisers is written in Chinese *Jeh-hin*, which translated into English would mean "Advance Japan," while the Chinese equivalent of *Kasuga*—the name of the other cruiser—is *Chun-jih*, or "Flourish Japan." In English, a Japanese paper remarks that the report that Japan has bought from the Argentine four more cruisers like the *Kasuga* is groundless, the Argentine having no such cruisers to sell.

A Seoul telegram, dated the 9th January, says:—"Min Yei-kan, Min Yeh-sho and Chin So-kan seem to have been convinced of the necessity of reformation of the administration to a certain extent, and they now advocate the prompt opening of Ryong-an (Yong-ampho) and the dismissal of Ye Kou-tak and Ye Yong-yik from the Government. The reason the Russian soldiers were sent to Seoul is said to be the Russian Minister's intention to maintain the goodwill of the Korean Court. He thinks they will strengthen his hands when negotiating a Russo-Korean Alliance. Nearly forty members of the Imperial Body Guard deserted last night, objecting to having to keep watch during the present cold weather."

According to reports emanating from Peking, says the N.C. Daily News, it is stated that the Central Government intends to hold the western banks of the Liao river in force, should war break out between Japan and Russia, and will not permit any of the belligerents to cross over, thereby apparently allowing all the country on the other side of the Liaohe (Southern Manchuria) to be made into a battle-ground for Japan and Russia. This, of course, in the event of China becoming neutral. If China should be forced to fight she will certainly join Japan, while the Chinese troops in the neighbourhood of Southern Manchuria will be placed under the leadership, it is rumoured, of Japanese officers.

H.M. third-class cruiser *Archer* on arrival at Colombo from Australia, homeward bound, was stopped, awaiting the possibility of a Russo-Japanese outbreak, in which case she will probably come to Hongkong. The first-class cruiser *Diadem*, third-class cruiser *Scylla*, and torpedo gun-boat *Karakatta*, which were following the *Archer* home, were expected at Colombo when the last mail left and it was anticipated that they also would reinforce the Chinese squadron in event of war. The *Diadem* carries sixteen 6-in. guns, fourteen 12-pounders, and twelve lighter guns, and 3 torpedo tubes. The *Scylla*, which is equal to the first-class cruiser in speed, is armed with two 6-in. guns, six 4.7-in. guns, fourteen lighter guns and four torpedo-tubes. The *Karakatta*, the other 20-knot vessel, is armed with two 4.7-in. guns, four 3-pounders and three torpedo tubes. The *Archer*, which is the slowest of the four, indicating a speed of 16-knots, is armed with six 6-in. guns, eleven smaller guns, and three torpedo-tubes.

**DARING ATTEMPT AT QUARRY BAY.**

On Saturday night, about half-past nine o'clock, a gang of eight Chinese made an attempt to enter Messrs. Butterfield and Swire's dynamite-magazine at Quarry Bay, which, it will be remembered, was robbed by thieves some twelve months ago. On that occasion 400 lbs. of dynamite were stolen. Since that time the magazine has been guarded by an armed Sikh watchman. It is said that on Saturday night the gang set upon him with a view to forcing their way into the place. Fortunately he was able to blow his whistle and some of the European foremen living near came out to his assistance, whereupon the Chinese made off. All of them got clear away.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

### TWO REAT CATASTROPHES.

LONDON, 24th January, 12.5 a.m.

#### FLOODS IN PENNSYLVANIA.

Floods threaten to overwhelm the whole of the city of Pittsburgh, Pennsylvania. 250,000 men have been thrown out of work.

#### FIRE IN NORWAY.

The town of Alesund, Norway, has been destroyed by fire, 12,000 people being rendered homeless.

[Alesund is a town built on a small island on the west coast of Norway, in the province of North Bergenhus. Its total population was only given as 4,400 four years ago. It is evident therefore that practically the whole town has been burnt down.—Ed. D.P.]

### THE STRAITS GOVERNOR-SHI.

SINGAPORE, 23rd January, 12.30 p.m.

The new Governor of the Straits Settlements is Sir John Anderson, one of the Principal Clerks of the Colonial Office.

[Sir John Anderson, K.C.M.G., was born at Gartly, Aberdeenshire, in 1858 and was educated at Aberdeen University, where he took 1st class honours in Mathematics and gained the gold medal, as most distinguished graduate of his year. He entered the Colonial Office as a 2nd class clerk in 1879. Since then his career has been—Bacon scholar, Gray's Inn, 1887; Inns of Court student, 1888; joint commissioner, with the late Sir J. F. Dickson, 1891, to enquire into certain matters connected with the Supreme Court of Gibraltar; private secretary to Sir R. Meade, 17th Aug., 1892; attached to staff for the Behring Sea Arbitration in London and Paris, 1892-93; 1st class clerk, C.O., 1896; principal clerk, 1907; sec. to the conference between Mr. Chamberlain and the Colonial premiers, June and July, 1907; C.M.G., 1898; C.O. representative on staff of the Duke of Cornwall and York during visit to the Colonies, 1901; K.C.M.G., 1901.—Ed. D.P.]

### REUTER'S SERVICE.

#### THE CRISIS.—MOVEMENT OF WAR VESSELS.

LONDON, 21st January.

The Russian transport *Orel* has left Suez. The Japanese cruiser *Kasuga* has arrived at Aden and leaves for Colombo at once.

Though there has been no actual offer of mediation, Japan has informed the Governments in London, Berlin, and Washington, that mediation is not acceptable.

Vicount Hayashi, referring to rumours that Japan would modify her demands, declared that Japan had from the first asked the irreducible minimum.

The Russian cruisers *Dmitri Donskoi* and *Aurora* with twelve destroyers have sailed from Suez. One destroyer is disabled.

The battleship *Orel* and the transport *Saratoff* will be docked at Suez.

### RUSSIA REPORTED CONCILIATORY.

LONDON, 21st January.

It is stated, "on high diplomatic authority," that an important advance has been made towards a pacific settlement, and that the peace party has gained the ascendancy in Russia, in consequence of the emphatic representations of certain influential Ministers regarding Russia's unpreparedness for war. Russia, therefore, replies to Japan in a wholly conciliatory spirit, stating that she is prepared to recognise the autonomy and integrity of Korea and to address a Note to the Powers recognising Chinese sovereignty and the integrity of Manchuria. Japan, however, desires a formal embodiment of the latter principle in a special arrangement between Russia and Japan.

### JAPAN AND RUSSIA.

LONDON, 22nd January.

It is stated in St. Petersburg that Russia's reply to Japan, which has been drafted and approved, courteously but firmly insists that whatever commercial concessions are granted, Manchuria must remain amenable to Russian influence, politically and strategically.

### THE MISSION TO TIBET.

LONDON, 21st January.

Various reports are arriving at Derjeeling, stating that the Tibetans are becoming tractable, and that the Lamas declare they will appeal to Russia if the British advance continues. It is believed in several quarters that fighting is likely to take place in the early future.

### NEW STRAITS GOVERNOR.

LONDON, 22nd January.

Sir John Anderson has been appointed Governor of the Straits Settlements.

### THE NORTHERN CRISIS.

#### HONGKONG STEAMER TAKEN UP.

We hear that the Toyo Kisen Kaisha s.s. *Rohilla Maru*, on the Hongkong-Manila run, and advertised to leave Hongkong for Manila next Wednesday, the 27th inst., has been taken up by the Japanese Government, and her sailing fixture has been cancelled in consequence. Whether or no the *Rohilla Maru* was taken up by the Japanese Government we do not know. The *Rohilla Maru*, an old P. & O. liner, is a smart little steamer of 3,900 tons gross. She performs the trip from Hongkong to Manila in 48 hours or so, and, no doubt, will make an excellent transport. Shippers, of course, will be more or less inconvenienced for practically every trip the *Rohilla Maru* makes she takes a quantity of cattle and other regular shipments.

### FIRES ON SATURDAY.

Four fires occurred on Saturday in Hongkong, making five for the week. The first of Saturday's fires broke out about 2 a.m. in the kitchen of No. 314, Des Vœux Road, which runs at right angles to No. 106, Wing Lok Street. It was very difficult at first to get at the fire, as the roofs having tiled exteriors the water could not be played upon it. Before the firemen got a length of hose passed through the verandah, the fire had rapidly spread to No. 312, Des Vœux Road and on to 105, Wing Lok Street, which were soon in a blaze. The entire force of the Fire Brigade, under Chief Inspector Baker and Chief Engineer Macdonald, with every available appliance of hose and engine, were turned out to confine the conflagration to its starting point, and prevent it spreading. It was a difficult task, as a strong north-easterly breeze was blowing at the time. Luckily the supply of water was plentiful, and the fire-draw was kept busy supplying the hoses with that very necessary article. The contents of one of the rooms alight was wool, and the volumes of thick smoke arising from it choked and blinded the firemen to such an extent that they had to be constantly relieved temporarily by others. But the hoses were doing their work, and the fire was not only being confined, but was being steadily got under, through the weight of the many streams of water successively played upon it. It was only the thickness of the doors of No. 104, Wing Lok Street that prevented the fire spreading in that direction, as the flames reached and charred them, but did not penetrate, and the fire did not spread beyond the top floors of the three houses, which were completely burnt out. Over the roof of No. 104 a length of hose was passed, and then a stream of water was soon playing into the heart of the fire, which was eventually conquered, and all danger passed, by 4 a.m. after strenuous work by the firemen, for which the greatest credit is due to them, and at 5 a.m. all but two of the men with a length of hose, who remained in case of emergency, left the scene of their successful labours.

The owner of the burnt buildings is Chu Fu San, a wealthy merchant of Shanghai, Hongkong and Singapore. The property was all insured in sums aggregating \$70,000, but it is estimated that that will not cover the damage done. With the London and Lancashire Insurance Company it was insured for \$25,000, the Royal Exchange \$25,000, and the Palatine \$20,000.

Scarcely had the firemen had time to return to their quarters, to get the grime and smoke and soot out of their eyes, when they were again called out. This time it was by an alarm of fire in Hollywood Road, but on proceeding to the spot indicated, it was discovered that it was somewhat of a false alarm, as only a chimney there had become ignited, and it required but very little attention to quench the fire there, the damage being trifling.

Another fire broke out about midnight on the ground floor of a house at 31, Cochrane Street, occupied as a blacksmith's and a contractor's shop. The Fire Brigade promptly turned out under Mr. E. R. Hallifax and Chief Inspector Baker. Their efforts to subdue the flames were seriously hampered by the scarcity of the water supply obtainable from the mains, and they had to confine their energies to preventing the spread of the flames to the adjoining houses. The fire burned fiercely and soon the first, second, and third floors were all ablaze. Of these the first and second floors were occupied as dwelling-houses; the third was unoccupied. Before the fire was got under the building was gutted. Damage has not yet been ascertained. It appears that the blacksmith's premises on the ground floor were insured for \$1,500 with the Mei Jui Bussan Kaisha.

On Saturday night a fire occurred at 109, Praya East among a stack of coal belonging to Chang Foo. The outbreak was discovered in good time and was extinguished before much damage had been done. About two tons of coal were destroyed and a considerable quantity was damaged.

### CORRESPONDENCE.

#### THE HONGKONG POST-OFFICE.—A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd January.

Sir—Slowly but surely, let us hope, the Hongkong Government is working out the salvation of its Public Offices. Time was (and not so long ago either) when everyone considered the Post Office to be past praying for. Lately, however, changes for the better have taken place. The Parcel Post Office still leaves something to be desired in the way of providing separate accommodation at the counter for the use of Europeans, and Chinese or other Asiatics. At present it is little short of a disgrace to see delicate European ladies being hustled, pushed aside, and often pinned to the counter by the crowd of evil-smelling, uncouth coolies who on mail days besiege the office striving to force their parcels into the hands of the first official they see, regardless of whether he is attending to others or not. Surely the remedy is simple. Will our Post-Master or his energetic and courteous *locum tenens* be kind enough to provide it on the suggestion of your humble correspondent?—Yours, etc.

"PLACE AUX DAMES."

### A VISIT TO THE FATSHAN RAILWAY.

It is with no little interest that one first views the new railway between Canton and Fatshan, especially if, like the writer, one has not seen a locomotive bigger than the Malakoff pug for the last few years. As the intending traveller proceeds up the river from the Canton steamship wharf on the old Star Ferry line, the *Guiding Star* his surroundings are so thoroughly Chinese that he almost begins to believe that after all this story about the existence of a modern railro d up the country is a myth. Yet suddenly as the boat emerges from the city and turns round a bend in the waterway there comes into view a veritable train with a smoking engine in front awaiting the coming of the connecting ferry and its numerous passengers. As for the station itself—its name is Shohwaikong—it is only yet in the course of construction, but promises to be a structure worthy to adorn the terminus of so important an undertaking as the Canton-Fatshan railroad. After a view of the rolling stock, the eye is caught by the bright and showy uniforms of the Chinese station attendants. These officials do not appear to be so alert as the porters at home but they sport a dignity, begotten of their raiment perhaps, absolutely foreign to their European counterparts. There is no booking-office. A Chinese supplies tickets as the passengers enter the carriages and after the usual preliminaries have been gone through the engine gives a warning "look" and we are undergoing the experience of riding on the first railroad to be constructed in Southern China. The carriages are of a primitive kind but very comfortable and roomy. First-class fare is 50 cents.

It is interesting to note the department of the Chinese passengers. No doubt the people of the countryside have had ample opportunity of making themselves familiar since its inception with the presence of the railroad and its concomitants, yet it is superficially apparent that they have not got over the first wonderment with which they surveyed the new arrival. All along the route one saw groups of the inhabitants gazing curiously at the train and its occupants. The Chinese passengers themselves stuck their heads out of the windows to observe the progress of their iron horse. To European eyes the chief attraction after the first novelty of the locomotion had worn off lay in the beautiful fertile plains through which they were being sped. The plains seemed endless. At this season of the year of course the land is bare of crops except where a patch of uncut sugar-cane rises here and there to relieve the drab aspect of the turned-up fields, or a grove of fern-like trees lends verdancy to the scene.

It is rather strange at first to find that the line does not pass through any large villages, or towns as one would expect. Rather these seem to be avoided. But there is method in this seemingly unwise departure. The promoters recognise that it will take time for the Chinese country-people to be reconciled to the presence in their midst of such a modern institution as a railroad; hence the line has been purposely deflected away from contact with the numerous villages that dot the plains, and the belief is entertained, doubtless with the best of reason, that as time goes on the various stations en route will become centres of activity and attract the Chinese to them as being the most convenient bases from which to carry on business requiring rapid transit.

As is generally known, the Canton-Fatshan line is not an independent work; it is part of the scheme for establishing a great trunk line from Canton to Hankow, to embrace something like 1,000 miles of track when all its branches and subsidiary parts are included. From Canton to Fatshan is ten and a half miles distant, and the journey occupies about forty minutes. At present the traffic is carried no farther than Fatshan, but above that point there are many more miles of excellent track already laid towards Samshui the contemplated objective for this branch. Fatshan is a very populous place, much resembling Canton, equally crowded, equally narrow as to streets, and equally non-salubrious as to smells. To get thence up to one of the sections at which work is proceeding it is necessary to resort to a rowing-boat and be paddled up the river or else to walk up the line some four or five miles distance. The river route is preferable. Here one comes among a group of house-boats where live the white overcoats and engineers engaged on the construction work. A hearty welcome is extended to the visitor, and news of far-away Hongkong eagerly sought after and relished. If one were to take up a bundle of San Francisco coloured newspapers it is questionable whether he would not be hailed as a public benefactor or killed by a repetition of kindness.

As for the track itself, it is made of blue clay dug from both sides of the line. These excavations of course have left a deep canal on each side which are filled with water. One cannot but admire the excellence of the track; the material of which it is composed appears to have capital lasting powers. Between Canton and Fatshan steel sleepers are used; beyond Fatshan Japanese wood is to be utilised. The rails weigh 15 lbs. to the yard and the gauge is 4 feet 8½ inches. It is satisfactory to learn that the reported troubles on the line have not been so serious as we were led to believe in Hongkong. There have been a few sporadic disturbances, but nothing to cause the promoters and staff any great uneasiness. Indeed one and all join in declaring how friendly and pacific has been the feeling shown towards them by the Chinese. Good progress is being made on the work, and before very long the through traffic to Samshui should be an accomplished fact.



(First Floor Watkins Building).  
Hongkong, 6th November, 1903 [83]



## NOTICE.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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## NEW ADVERTISEMENTS

**LONDON TRAINED NURSE** returning to England and of March will give services during the voyage in return for full or part passage according to case.

Apply—  
E. G.,  
Care of Park Hospital  
Hongkong, 25th January, 1904. [330]

## TO LET—FURNISHED.

**"LEWKNOR,"** the PEAK, for 18 months from middle of March. Well furnished. Less than 15 minutes from tram.

Apply—  
M. W. SLADE,  
Care of Daily Press Office,  
Hongkong, 25th January, 1904. [331]

## ST. JOHN'S CATHEDRAL.

**THE ANNUAL GENERAL MEETING** of Shareholders and Subscribers will be held at ST. PAUL'S COLLEGE, TO-MORROW (TUESDAY), the 26th JANUARY, 1904, at 5 P.M.

A. BEYER,  
Hon. Secretary,  
Hongkong, 25th January, 1904. [332]

## NOTICE.

**NOTICE IS HEREBY GIVEN** that the Partnership which was subsisting between the undersigned and which carried on business at JAKARIA MUSJID at Bombay in the Name, Style and Firm of M. SHERADJI & CO., and in Fort in Bombay and Rangoon as MERWANJI SHERADJI & CO., and at Canton as M. N. GOBHAI & CO., and at Yokohama as M. N. GOBHAI & CO., has been dissolved from 18th December, 1903.

M. N. GOBHAI,  
S. D. KARANIJA,  
C. F. SHIROFF,  
B. N. KARANJA.

**NOTICE IS HEREBY GIVEN** that I, the undersigned, have commenced to carry on business in Partnership with others at Yokohama, Canton and at Bombay in Fort as well as at JAKARIA MUSJID in the Name, Style and Firm of M. N. GOBHAI & CO. from 17th December, 1903.

M. N. GOBHAI,  
Hongkong, 25th January, 1904. [333]

## WAR DEPARTMENT CONTRACTS.

**TENDERS** will be received at the HEAD-QUARTERS OFFICE, Fletcher St., until 12 o'clock Noon, on MONDAY, the 15th FEBRUARY, 1904, for the 12 months Supplies and Services, for the period of twelve months from 1st April, 1904.

1. Hospital Supplies and Medical Comforts.  
2. General Supplies and Medicines.  
3. Coal, Wood, Oil, Scurvy, and other Barrack Supplies and Services.

4. Washing.  
5. Transport Services (Supply of Launches, Junks, Coolies, &c.)  
6. Forge.

Forms of tender, and any particulars can be obtained on application to this Office either personally or by letter addressed to the Officer Commanding Army Service Corps between the hours of 10 A.M. and 4 P.M.

The tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head-Quarters Office by 12 o'clock Noon on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all tenders is reserved.

Head-Quarters Office,  
Hongkong, 25th January, 1904. [334]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

**THE Company's Steamship**

**"HALOONG,"**  
Captain Gibson, will be despatched for the above port TO-MORROW, the 26th inst., at DAY-LIGHT.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 25th January, 1904. [335]

**THE HONGKONG WEEKLY PRESS** and **CHINA OVERLAND TRADEPORT** is now ready and contains—

Leading Articles—  
The Northern Crisis  
Hongkong and the Fiscal Question.  
The New Hongkong Waterworks Scheme.  
Chinese Infantile Mortality in Hongkong.  
Chinese in the Hongkong Police Force.  
The P. & O. S. N. Co.  
Hongkong Jottings.  
Hongkong Legislative Council.  
The Fiscal Plebiscite in Hongkong.  
Japan and Russia.  
British Activity in the Far East.  
Increase of the Hongkong Police Force.  
Registration of Domestic Servants.  
Church Missionary Association.  
Hongkong Volunteer Concert.  
Hongkong Journalists' Association.  
New Territory Notes.  
Canton.  
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Correspondence.  
Kowloon Land and Building Co.  
China Provident Loan and Mortgage Co.  
Supreme Court.  
Sporting Notes.  
Cricket.  
Football.  
Racing.  
Royal Hongkong Yacht Club.  
Hongkong and Port News.  
Commercial.

Shipping.  
Subscription, \$12 per annum, payable in advance; postage, 2s.  
Extra copies 50 cents each, Cash.  
Copies can be posted from the Office to address sent; including postage 34 cents each, or \$1 for three copies, Cash.  
Hongkong, 25th January, 1904.

## NEW ADVERTISEMENTS

FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

**"C. FERD. LAIBSZ,"**  
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINE,**  
Hongkong Office,  
Hongkong, 23rd January, 1904. [336]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "GERA."

OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 1st February, at 9.30 A.M.

All Claims for damage must be sent in before the 6th February, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

## NORDEUTSCHER LLOYD.

## MELCHERS &amp; CO.

Hongkong, 23rd January, 1904. [337]

## HONGKONG BENEVOLENT SOCIETY.

## THE ANNUAL GENERAL MEETING

of the above Society will be held in the City Hall TO-MORROW (TUESDAY), JANUARY 26th, at Noon.

ROSE GOMPERTZ,  
Hon. Secretary,  
Hongkong, 19th January, 1904. [338]

## EOTHEN MARK LODGE, No. 264.

**A REGULAR MEETING** of the above Lodge will be held at the FREEMASONS' HALL, on WEDNESDAY, the 27th JANUARY, instant, at 8.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 21st January, 1904. [339]

## NOTICE TO MARINERS.

## HONGKONG HARBOUR.

**A STEAM LAUNCH** showing 2 masts above water has sunk about 600 feet from Praya Wall, Kowloon. Time Ball bearing about North. A Red Flag is displayed over her during daylight, and a Red Lamp at night. The obstruction will be removed as speedily as possible.

BASIL TAYLOR,  
Acting Harbour Master, &c.  
Harbour Department,  
Hongkong, 22nd January, 1904. [325]

## GOVERNMENT NOTIFICATION.

**INFORMATION** has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island (South Shore Battery) in a South-Westerly direction at ranges from 600 to 2,000 yards, on the 29th instant, and from Lyemun (Pakshawan Battery) in the direction of the entrance to Junk Bay at ranges from 600 to 2,000 yards, on the 30th instant.

If the weather is unfavourable on either of the above dates, practice will take place on the 1st proximo.

Practice will commence at 9 A.M. on the 29th instant, and at 9.30 A.M. on the 30th instant, and end at 11 A.M. daily, if the range is clear.

By Command, A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th January, 1904. [309]

## THE HONGKONG BAKERY.

ESTABLISHED 1865.

Town Depot—45, Des Voeux Road.

## BREAD, BISCUITS, CAKES, &amp;c. of best quality supplied to Families, Hotels, Clubs, Ships, &amp;c., on moderate terms.

DORABJEE & SON, Proprietors,  
Contractors to H.B.M. Navy.

Hongkong, 22nd January, 1904. [336]

## THE HONGKONG AND CHINA BAKERY CO., LD.

(In Liquidation).

THE above Company, being in Liquidation, will CEASE baking and supplying Bread, Cakes, &c., after the 31st instant.

## THE HONGKONG AND CHINA BAKERY CO., LD.

LANE, CRAWFORD & CO.,  
General Managers.

Hongkong, 16th January, 1904. [321]

## CHEONG SHING

## GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS

PRECIOUS STONES, SILKS, IVORY

WAKES, EMBROIDERIES AND

PONGEE SILK.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUFF & CO.).

Hongkong, 16th May, 1903. [3170]

## INTIMATIONS

## WANTED.

**ENGLISH SPEAKING GIRL** to take charge of Little Boy during Weekday Afternoons.

Apply—  
P. O. Box No. 58,  
Hongkong, 12th January, 1904. [173]

## WANTED.

**SITUATION** by Englishman, 27, Energetic Sober, Industrious, Competent in all outside work of shipping or Commercial Firms.

Apply to—  
ENERGY,  
Care of Daily Press Office,  
Hongkong, 13th January, 1904. [256]

## WANTED.

**A HOUSE** at the Peak for the Summer Months.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 15th January, 1904. [229]

## BRITISH NORTH BORNEO GOVERNMENT.

## WANTED.

**A CHINESE INTERPRETER** for the Court in Sandakan. Must speak English, Malay and three or four Chinese dialects, say Fokien, Teichu, Cantonese.

Salary \$80.00 per mensem and house allowance Second Class passage provided to Sandakan. A trial of a few months will be given, and if not satisfactory return passage paid.

Apply to—  
Messrs. GIBB, LIVINGSTON & CO.,  
Hongkong, 16th January, 1904. [242]

## BRITISH NORTH BORNEO GOVERNMENT.

## WANTED.

**A CHINESE SECOND CLERK** for the Resident's Office at Kudat. Must speak English.

Salary \$50.00 per mensem and house allowance 6.00 per mensem. Second Class passage provided to Kudat. Three months' notice on either side to be given.

Apply to—  
Messrs. GIBB, LIVINGSTON & CO.,  
Hongkong, 16th January, 1904. [243]

## WANTED.

**A JUNIOR CLERK.** Must have a thorough knowledge of English and write a good hand.

Apply to—  
K. K.,  
Care of Daily Press Office,  
Hongkong, 20th January, 1904. [283]

## WANTED AT ONCE.

**GOOD SHORTHAND WRITER** & **TYPIST.**

Apply to—  
JOHN HASTINGS,  
No. 2, Wyndham Street,  
Hongkong, 19th January, 1904. [276]

## SITUATION WANTED.

**BY** Britisher, several years' experience in East. Best of references.

Apply by letter to—  
S. P.,  
Care of Daily Press Office,  
Hongkong, 22nd January, 1904. [304]

## WANTED.

**BY** The New Amoy Dock Co., Ltd., Amoy, an ASSISTANT ENGINEER. Terms to be stated in the application, which must be accompanied by qualifications, &c., and addressed to—

B. HIMPEL,  
General Manager,  
Amoy, 16th January, 1904. [305]

## WANTED.

**SHORTHAND WRITER** and **TYPIST.** Must have some knowledge of Book-keeping.

Apply to—  
M. W.,  
Care of Daily Press Office,  
Hongkong, 23rd January, 1904. [322]

## WANTED.

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cables feet of Ice Storage available at EAST PIER. Storage will be open at 10 A.M. and 5 P.M. daily, Sundays excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager,  
Hongkong, 18th November, 1901. [57]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (MONDAY),

the 25th JANUARY, 1904, at 11 A.M., at their SALES ROOMS, No. 4, Des Voeux Road (Corner of Ice House Street),

SUNDRY HOUSEHOLD FURNITURE, Consisting—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD BOOKCASES, MARBLE-TOP WASHSTAND and TOILET TABLE with BEVELLED GLASS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, CARPETS, SINGLE and DOUBLE IRON BEDSTEADS with WIRE MATTRESSES, PICTURES, GLASS and CROCKERY WARE, COOKING STOVES and UTENSILS, &c., &c.;

Also  
THREE SEWING MACHINES.

Terms—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 23rd January, 1904. [327]

## PUBLIC AUCTION.

**THE** Undersigned will Let by Public Auction, TO-DAY (MONDAY),

the 25th JANUARY, 1904, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneer's Office, for erection of—

BOOTHS AND MATSHEDS on the Government Ground adjoining the Race Course North of the Grand Stand Enclosure.

Terms—Cash.  
For Conditions of Sale, apply to  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 20th January, 1904. [235]

## ENTERTAINMENT

## THE NOVELTY OF THE AGE.

## THE AMERICAN BIOSCOPE COMPANY'S RENOWNED ENTERTAINMENT.

## LIVING AND MOVING PICTURES OF THE WORLD'S GREATEST SCENES.

**THIS BIOSCOPE IS THE ONE BIOSCOPE REALLY WORTH SEEING.**

The Pictures are steady and continuous and do not dazzle the eye.

The most wonderful development of the cinematographic art. As exhibited in the leading theatres of Europe and America.

## CITY HALL, HONGKONG.

## TWO NIGHTS ONLY.

SATURDAY AND MONDAY,  
JANUARY 30th and FEBRUARY 1st.  
Commencing at 9 P.M.

Box plan and reserved seats booked at the Robinson Piano Co.

Dress Circle ... .. \$2  
Reserved Seats ... .. \$2  
Back Seats ... .. \$1

Soldiers and Sailors in uniform 10 cents to back seats.

The performance will be given by the experienced entertainers,  
M. M. REHEMANJEE,  
of Australia.

Hongkong, 23rd January, 1904. [328]

## HONGKONG CRICKET CLUB.

1. It is proposed to organize one Dance to be given at the City Hall on TUESDAY, the 9th FEBRUARY.

2. The Dance will be open to the Public, and its object is to raise money towards the cost of a projected new Pavilion.

3. The subscription will be \$15, but no dance will be organized unless at least 150 gentlemen subscribe.

4. The hours of dancing will be from 9.15 p.m. to 12.30 a.m., and light refreshments will be served during the dance.

5. Married subscribers will be entitled to bring either their wives and the members of their families who are not members or subscribers of the H.K.C.C. or their wives and one other guest who is not a member or subscriber of the H.K.C.C.

6. Bachelor subscribers (including married gentlemen whose wives and families are not in the Colony) will be entitled to bring two guests, not being members or subscribers of the H.K.C.C.

7. Additional guests may be invited on payment of 25 extra for each guest.

8. Gentlemen who have already subscribed to the abandoned series of three dances will be considered to have subscribed to the Dance on 9th February, unless an intimation to the contrary is received by either of the undersigned on or before 26th January, 1904.

9. Gentlemen intending to subscribe will oblige by sending their names with the names of their guests to either of the undersigned on or before 26th January, 1904, at the Hongkong Club.

T. SERCOMBE SMITH,  
Chairman of Dances Sub-Committee.  
T. C. GRAY,  
Hon. Sec. of Dances Sub-Committee.  
Hongkong, 14th January, 1904. [227]

## MUSIC.

**RAPID** Trifling given on the BANJO, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,  
58, Peel Street, or  
Care of Daily Press Office,  
Hongkong, 11th August, 1903. [85]

## DANCING.

**MRS. DONALDSON** (Daughter of Professor F. F. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a **SECOND BEGINNERS' CLASS** to open in the CITY HALL shortly.

Practice twice weekly...Fee \$10 a month.

Address—  
51, WONG-NEI-CHONG ROAD,  
Hongkong, 1st January, 1904. [103]

## HONGKONG JOCKEY CLUB.

## NOTICE.

**FROM** this date and until after the 25th February next, HORSES and PONIES not entered for the Forfeiting Races will not be allowed on the Race or Training Course between the hours of 6 and 8 A.M.

Members may exercise unentered Horses or Ponies after 8 A.M. on the Training Course.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 18th January, 1904. [269]

## BANKS

**GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).**

ESTABLISHED 1864.

PAID-UP CAPITAL.....U.S. \$2,000,000 Gold  
Surplus and Undivided  
Profits....." 5,180,000 "

" 7,180,000 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C.

F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PARA'S BANK, LD.

HONGKONG OFFICE—4, DES VOEUX ROAD.  
General Banking and Exchange business transacted.

Interest allowed at Current Rates.  
E. F. GRAY,  
Acting Manager,  
Hongkong, 1st December, 1902. [99]

## BANKS

## THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)  
AUTHORIZED CAPITAL.....Yen 5,000,000  
PAID-UP CAPITAL....." 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA



# THE "APOLLO" PIANO- PLAYER

MAKES MUSICIANS

OF US ALL

Price \$450 up.

FOR

Hire or Credit

10,000 PIECES TO SELECT FROM.

THE LATEST

## "VICTOR" TALKING MACHINES

WITH TAPERING ARM.

SUPERSEDING OLD STYLE.

## THE ROBINSON PIANO

Hongkong, 11th January, 1904. [3335]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1903. [54]

## THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [12490]

## HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.  
Furniture Dealers, Silver-plated, China  
Glass and Iron Wares.  
17A, Queen's Road Central.

## JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hioio

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Oxymel Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; 170, 8A, Queen's  
Road Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahljens's Genuine Com-  
position Red Head Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlery,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

## NOTICE OF FIRM

### NOTICE.

THE PARTNERSHIP hitherto existing  
between myself and Mr. JOHN  
HASTINGS having been dissolved by effluxion  
of time, my business will in future be carried  
on under the firm name of DEACON  
LOOKER and DEACON.

VICTOR H. DEACON,  
10, Queen's Road.  
Hongkong, 1st January, 1904. [117]

## PUBLIC COMPANIES

### THE HONGKONG LAND RECLAMA- TION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the  
THIRTIETH ORDINARY MEETING of  
SHAREHOLDERS in this Company will be  
held at the COMPANY'S OFFICE, Victoria  
Buildings, on WEDNESDAY, the 27th  
JANUARY, 1904, at 11.30 o'clock A.M. for  
the purpose of receiving the Report of the Directors  
together with a Statement of Accounts for  
the year ending 31st December, 1903.  
The REGISTER of SHARES of the  
Company will be CLOSED from THURS-  
DAY, the 31st JANUARY, to WEDNES-  
DAY, the 27th JANUARY, both days inclusive,  
during which period no Transfer of Shares can  
be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 19th January, 1904. [284]

### THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the  
SIXTEENTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the COMPANY'S OFFICES,  
Victoria Buildings, on WEDNESDAY, the  
27th JANUARY, 1904, at 11.45 o'clock A.M.  
for the purpose of receiving the Report of the  
Directors together with Statement of Accounts  
for the year ending 31st December, 1903.  
The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 16th JANUARY, to WEDNESDAY,  
the 27th JANUARY (both days inclusive), during  
which period no transfer of Shares can be  
registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the  
Hongkong Land Investment and Agency  
Co., Ltd.

General Agents for  
THE WEST POINT BUILDING  
CO., LTD.  
Hongkong, 9th January, 1904. [192]

### THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the  
SIXTEENTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the COMPANY'S OFFICES,  
Victoria Buildings, on WEDNESDAY, the  
27th JANUARY, 1904, at 12 o'clock NOON,  
for the purpose of receiving the Report of the  
Directors together with Statement of Accounts  
for the year ending 31st December, 1903.  
The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 16th JANUARY, to WEDNESDAY,  
the 27th JANUARY (both days inclusive), during  
which period no transfer of Shares can be  
registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 9th January, 1904. [193]

### THE HONGKONG ROPE MANUFACT- URING COMPANY, LIMITED.

THE TWENTIETH ORDINARY  
ANNUAL MEETING of SHARE-  
HOLDERS in the Company will be held in  
the COMPANY'S OFFICES, No. 14, Des  
Voeux Road, Victoria, on SATURDAY, 6th  
FEBRUARY, 1904, at 11 A.M. for the purpose  
of receiving Statement of Accounts and the  
Report of the General Managers for the year  
ending 31st December, 1903, declaring a  
Dividend and electing a Consulting Committee  
and Auditors.

THE TRANSFER BOOKS of the Company  
will be CLOSED from WEDNESDAY, 3rd  
FEBRUARY, to SATURDAY, the 6th  
FEBRUARY, both days inclusive.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 18th January, 1904. [272]

### HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY  
HALF-YEARLY MEETING of  
SHAREHOLDERS in the Company will be  
held at the OFFICE of the Company, No. 18,  
Bank Buildings, Queen's Road Central, on  
SATURDAY, the 6th FEBRUARY, at 12  
o'clock NOON, for the purpose of receiving a  
Report of the Directors, together with a State-  
ment of Accounts, declaring a Dividend, con-  
firming the appointment of a Director and  
electing Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from 23rd JANUARY, to  
the 6th FEBRUARY, inclusive.  
By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 18th January, 1904. [258]

### PENINSULAR AND ORIENTAL NAVIGATION COMPANY.

#### HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, the  
Passage Rates will be by Mail Steamers:—  
First Saloon Second Saloon  
To London 265 214  
To Marseilles 261 242  
To Brindisi 261

Return tickets are issued at a fare and a half  
available for 2 years.

The proposed sailings are:—  
Departure from Hongkong Connecting at Colombo  
S.S. Bengal January 30th S.S. India  
S.S. Malta February 13th S.S. Moldavia  
S.S. Chusan February 27th S.S. Arcadia  
S.S. Ballarat March 12th S.S. Australia  
S.S. Coromandel March 26th S.S. Oceania  
S.S. Simla April 9th S.S. Mongolia  
S.S. Bengal April 23rd S.S. China  
S.S. Malta May 7th S.S. Himalaya  
S.S. Chusan May 21st S.S. Marconi  
Good accommodation can be arranged, on  
booking, in the connecting steamers at Colombo,  
which now include the new steamers Moldavia,  
Mongolia and Marconi.

#### INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers  
are now: To London 1st Saloon 250, 2nd Saloon  
235.

Return tickets available for 2 years can now  
be issued at a fare and a half.

Return tickets available for two years are  
also issued home by intermediate and out by  
mail steamer or vice versa.  
Rates on application.

When these steamers call at Marseilles,  
tickets can be issued to that port at 246 First  
Saloon 233 Second Saloon.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 11th January, 1904. [3240]

## SUPREME COURT.

Saturday, 23rd January.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM  
M. GOODMAN (CHIEF JUSTICE).

### PRESUMPTION OF A SEA-CAPTAIN'S DEATH.

Mr. E. H. Sharp, K.C., barrister-at-law  
(instructed by Mr. Victor Deacon of Messrs.  
Deacon, Looker and Deacon, solicitors), appeared  
in support of a motion for leave to swear the  
death of Captain David D. O'Keefe of the  
Santa Cruz. Mr. H. Hursthouse of Messrs.  
Donny and Bowley, solicitors, watched the  
case on behalf of the widow and daughter, both  
of whom are in America.

Mr. Sharp said the motion asked his Lord-  
ship's leave to presume the death of Captain  
O'Keefe as having occurred on or about 31st  
May, 1901. There was no opposition to the  
motion. It was the desire of all parties that  
the death should be presumed.

His Lordship—The two sons were on board  
the ship also?

Mr. Sharp—Yes. There were other children  
of the family, he went on to say, in Yap, in the  
Caroline Islands. There was only one child of  
the family in America; that was the married  
daughter. The American wife was still living.  
This application was made on behalf of Mr.  
George P. Lammert who was the Hongkong  
executor appointed by Captain O'Keefe by his  
will and codicils, and there were before his  
Lordship affidavits made by Mr. Lammert and  
Mr. Deacon giving the particulars of a violent  
typhoon which occurred at that time.

His Lordship—Did the ship strike me in this  
affidavit when they say that on the 3rd May  
Captain O'Keefe left Hongkong?

Mr. Sharp explained that he cleared on the  
3rd but actually sailed on the 7th. The boat  
was delayed. The testator, Captain O'Keefe,  
lived for very many years in the Caroline  
Islands, at Yap, one of the most westerly of the  
group, a little south of Lat. 10 and about Long.  
134° 13'; that was a little way south of the  
Philippine Islands. Captain O'Keefe traded  
there and amassed a very considerable fortune.

Yap was 1,500 to 2,000 miles distant from Hong-  
kong. The property, valued on 31st May,  
1901, at over \$120,000, was at the time of  
Captain O'Keefe's death in Hongkong, which  
he had been in the habit of very frequently  
visiting on his schooner the Santa Cruz during  
his long residence at Yap. It was a small and  
rather old boat, 92 tons burden, and at least 30  
years old at the time of the voyage in question  
inasmuch as they knew that this was the boat  
formerly called the Southern Cross on which  
Bishop Paterson was murdered in the South  
Sea in 1871. Therefore in 1901 the schooner  
must have been at least 30 years old. In the  
year 1890 on the occasion of one of his visits  
to Hongkong Captain O'Keefe made the will  
which was now before his Lordship and also  
two codicils in 1895. By one of those codicils  
Mr. Lammert was appointed Hongkong  
executor in lieu of the previous one. In May,  
1901, Captain O'Keefe was again in  
Hongkong and on the 3rd of that month,  
according to the Harbour-master's books,  
the Santa Cruz cleared for Yap. Four days  
later she was towed out of Hongkong Harbour,  
since which time neither the ship nor anybody  
on board has been heard of. The cargo con-  
sisted of a quantity of dynamite, fuses and  
detonators. As his Lordship would see from  
the second affidavit there was a report from the  
Hongkong Observatory to the effect that a  
violent typhoon had occurred apparently just  
in the path of the Santa Cruz on her voyage to  
Yap. On the 15th and 16th Mr. Figg of the  
Observatory reported that a typhoon crossed  
the Philippines from the Pacific in Lat. 12,  
which would take the typhoon through the Sulu  
Sea in the midst of the Philippine archipelago.  
Then it got into the China Sea west of Mindoro,  
and was still in the China Sea west of the island  
of Luzon, at that time moving north. On the  
19th the typhoon had got further north, still  
to the west of the Bashi Channel and was re-  
curving to the north-east. On the next day  
the typhoon apparently returned to  
the Pacific through the Bashi Channel. These  
two channels together formed the Formosa  
Channel. They did not know whether on this  
particular voyage Captain O'Keefe went to  
Yap by the west of Luzon or by the south of  
Luzon through the Sulu Sea. Apparently the  
proper course was by the south of Luzon  
during the northerly monsoon and by the other  
channel during the southern. Whatever route  
the Santa Cruz followed she would almost  
certainly have encountered this typhoon. The  
average time for the voyage to Yap was about  
52 days, and the minimum about four weeks.  
If she went by the Sulu Sea she would probably  
meet the typhoon coming up just as she got to  
the south of Mindoro. The weather report in  
the Gazette was that the weather was  
prevailing at that time making it more probable  
that the Santa Cruz went south by which she  
would get to Mindoro Strait about the 15th or  
16th when the typhoon came through.

His Lordship—Has anybody been to Yap?

Mr. Sharp—Yes, several people have been.  
There is a regular service from Singapore and  
now there is a steamer running direct from  
Hongkong to the Carolines calling at Yap,  
though it was not at that time.

His Lordship—What is the most recent news  
you have got?

Mr. Sharp said the most recent news was in  
October last from Yap. Since May the  
petitioner has got several letters from there,  
the last of which was dated February, 1903. This  
was filed on 15th May, 1903. Since May, 1901,  
he had received several letters stating that  
Captain O'Keefe had never returned to the  
Carolines nor had his ship been seen by other  
ships trading to that group and the southern  
seas.

His Lordship said it amounted to this, that  
neither Captain O'Keefe nor his two sons had  
been heard of. There were also on board a  
Scandinavian, Mr. Hoff, a Mr. Gillespie, and  
a Chinese carpenter who seemed to have  
been accepted by his family as dead. Of course  
the general proposition was that you required  
to wait seven years before you could get  
presumption of a man's death.

Mr. Sharp remarked that that period had  
been very much cut down. He could refer his  
Lordship to a case where presumption of death  
was made after three years. There was a case  
in 1893 of that kind, but he was not going to rely  
upon that. There were no special circumstances.  
The case he was going to cite was almost on all-  
four with this, the case of a missing ship—  
Matthews, 77 Law Times Reports, p. 829.

His Lordship said that it seemed to him that  
if 50 or 60 years ago seven years was a reason-  
able time when it took four or five months for  
information to travel from India and a voyage  
out here was a matter that made a man almost  
a marvel, the time might reasonably be shortened,  
and with the telegraph and so on.

Mr. Sharp stated that practically the seven-  
years' period had been cut down to the neigh-  
bourhood of three. There were no  
special circumstances in the case he had  
quoted. The man disappeared from his home  
in London and was missing for three years.  
The Court took the view that his people would  
have heard of his existence and allowed presump-

tion of death for the purposes of probate. In  
the case of missing ships the Court gave such  
leave in from one and a half to two years.

His Lordship—That is in a case of insurance?  
Mr. Sharp replied that for insurance purposes  
a ship was supposed to have foundered if she  
was missing for one year. He went on to quote  
the case re Hutton, 1 Curia, p. 595; re Alston,  
1892, Probate 142; re Johnson, 78 Law Times  
Reports, 1885; and Watson and King, 4 Camp-  
bell, p. 272. The last case was dated 1815.

A sailing ship on a voyage from Jamaica to Eng-  
land was last seen at sea on 7th March, 1814,  
and letters of administration were produced in  
Court on 14th December, 1815. This case was  
referred to in Taylor as an authority on this  
point. In the case of Hutton this was a  
sailing ship from Manila to London. She  
sailed in July, 1835, and was not heard  
started in July, 1835, and was not heard  
of again. In February, 1837, the Court  
presumed the death of the captain.

In the case of Alston (1892) a sailing ship from  
Liverpool to Peru was last heard of on 8th  
September, 1890, and eighteen months later  
leave was given to presume death. In the case  
of Johnson—it was also a sailing ship case—she  
was last heard of on 2nd February, 1897, and on  
20th December next leave was given to  
swear death. There were some questions about  
the will which they did not enter into at all  
just now.

Mr. Lammert then went into the box and  
gave formal evidence to the effect that the ship  
was not insured, nor the cargo either, on this  
particular voyage.

His Lordship said he would give leave to  
swear death as having occurred on or since 7th  
May, 1901. This was a case which did not  
come before the Court in Hongkong often. It  
seemed that the ordinary law was that when a  
man had not been heard of for a period of seven  
years his death might be presumed, but there  
seemed to be exceptional cases in which  
death had been presumed at a less period, and  
among these cases he had been referred to four  
of which Alston was of comparatively recent  
date. There the ship was last heard of on 6th  
September, 1890, and he found that in March,  
1892, about eighteen months afterwards, the  
President gave leave after hearing counsel to  
swear the death as having occurred on or after  
6th September when the ship was last heard of.  
He did not think he would do anything  
any injustice by following the course in that  
case, and therefore he gave leave to swear death  
as having occurred on or after 7th May, 1901,  
which was the date when the ship actually left  
Hongkong Harbour, having taken out her  
clearance some four days previously. Probate  
would be dealt with separately.

The Court adjourned.

## CORRESPONDENCE.

### THE HONGKONG SAMPAU NUISANCE

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st January, 1904.  
SIR,—You would, I am sure, accord a great  
benefit on a large number of your readers if  
you opened your columns to a discussion of  
the sampau nuisance in Hongkong harbour,  
which might thereby be remedied. After 3  
years spent between the ports of China and  
Japan, one is forced to acknowledge that in  
the matter of the sampau service Hongkong is  
by far the worst of all. Owing presumably to  
the large number of naval officers and men  
using the sampans during the day and evening,  
the occupants of the sampans earn enough  
early in the day to satisfy their needs. In  
consequence it is almost impossible to get a  
sampau after 9 o'clock p.m., the difficulty  
increasing every hour; and it is not an  
exaggeration to state that many are kept waiting  
2 hours or more for a sampau to get off to  
a ship; to get a sampau alongside a ship at a  
late hour is even more hopeless. It is now  
10 a.m., and after hailing a sampau for a quarter  
of an hour, several being quite close and within  
call, I have had to give up my idea of getting  
ashore. When hailed from the pier the person  
in charge of the sampau either refuses to budge  
until a large number collect, or asks the name of  
the ship to which it is required to go, probably  
saying "muchee far" and remaining at anchor.  
The Policeman at Murray Pier seems quite  
unable to assist one. There would seem to be  
two remedies for the existing state of affairs.  
One is that the men-of-war in the harbour should  
use the ship's boats exclusively if possible, the  
other that more direct control should be exerted  
over the sampans by the Police authorities; a  
5 cents fare might be adopted, and the regula-  
tion fares in detail required to be posted up in  
each sampau.—Yours, etc.

ONE OF THE VICTIMS.

FOR SALE.

THE NEW AMOY HOTEL.  
For particulars, apply to—  
F. H. LUCASSEN,  
Proprietor, Amoy.  
Amoy, 20th January, 1904. [321]

FOR SALE.

THE BUSINESS of an Old-Established  
Mercantile Firm in Hongkong, including  
name, Goodwill, and Office Furniture.  
Apply, by letter, to—  
BUSINESS,  
Care of Daily Press Office,  
Hongkong, 12th January, 1904. [305]

### NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on  
sale daily at Mr. H. RUTTON-JONES'S  
KOWLOON STORE, No. 36, Elgin Road.  
Price 15 cents per copy cash.  
Hongkong, 22nd December, 1902. [3518]

### NOTICE OF REMOVAL.

THE BUSINESS of AH MEN and HING  
CHEONG & CO., Tailors, will be  
CARRIED ON from the 17th inst. at No. 8  
QUEEN'S ROAD CENTRAL, opposite to  
the Connaught House Hotel.  
Hongkong, 5th January, 1904. [128]

### HIRANO WATER.

THE QUEEN OF FABLE WATERS.  
PURE, SPARKLING, INVIGORATING  
The LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. RETNELL & CO.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [39]

DAVID CORSAH & SONS  
MERCHANT NAVY  
NAVY BOILED  
ONG FLAY  
RELLANCE CROWN  
TALLING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.  
[3486]

## BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903

[1319-2]

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TOTAL CLAIMS PAID ... 41,331,183

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Hongkong, 1st January, 1904.

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SHIPPING.

ARRIVALS.  
22, INDIAN, British str., 2361, R. P. Craven, Portland 18th December, General.  
P. & A. S. S. Co.  
23, KOURU, Japanese str., 1783, Nishimura, Moji 17th January, Coal and General.—CHIESSE.  
22, MATILDE, German str., 678, C. Uldum, Tourne 17th Jan. Coals and Rice.—JERREN & Co.  
23, AJAK, British str., 4477, H. E. Batt, Singapore 16th Jan. General.—BUTTERFIELD & SWIRE.  
23, C. FERD. LAEISZ, German str., 5874, F. Sachs, Hamburg 7th Dec. and Singapore 10th Jan. General.—HAMBURG-AMERIKA LINE.  
23, CHITUBEN, Chinese str., 1211, Chas. Stewart, Shanghai 20th Jan. General.—CHIESSE.  
23, DAIVA MARU, Japanese str., 1782, Yokoyama, Kobe 10th Jan. Coal.—H. C. JEFFERIES.  
23, DEUTERO, German str., 1001, F. Frahm, Wuhu 24th Jan. General.—BUTTERFIELD & SWIRE.  
23, GRIA, German str., 3705, H. Dahl, Hamburg 10th Dec. Mails and General.—MELCHERS & CO.  
23, ICHANG, British str., 1211, Wm. Lloyd Jones, Wuhu 24th Jan. General.—BUTTERFIELD & SWIRE.  
23, KAWATUBA, Chinese str., from Canton, 23, M. VALERIE, Austrian str., 2649, P. Bortolovich, Shanghai 19th Jan.—SANDER, WILDER & CO.  
23, OSCAR II., Norwegian str., 2099, H. Olsen, Kitching 17th Jan. Coal.—M. B. KAISER.  
23, VENGEANCE, British battleship, from Mrs. Day.  
23, WOODROW, British str., 1169, Dawson, Shanghai 19th Jan. General.—BUTTERFIELD & SWIRE.  
24, HAILONG, British str., 781, S. Gibbs, Swatow 24th Jan. General.—DODWELL & CO.  
24, HANGCHOW, British str., from Canton, 24, KOWLOON, German str., 1147, H. Stelzer, Chinkiang 20th Jan. General.—SIEMSEN & CO.  
24, PITANLOR, German steamer, 1276, C. Fuchs, Hong 15th Jan. Rice and Wood.—BUTTERFIELD & SWIRE.  
24, POLYMER, French str., 2316, Le Colpeller, Shanghai 22nd Jan. Mails and General.—MESSAGERIES MARITIMES.

DEPARTURES.  
22nd January.  
VIATHAN, cruiser, for Mrs. Day.  
GERA, German gunboat, for Canton.  
23rd January.  
ERA, German str., for Shanghai.  
GERA, British str., for Canton.  
ACHOW, German str., for Hongkong.  
AKAM, German str., for Bangkok.  
URI, British str., for Manila.  
HINI MARU, Japanese str., for Kobe.  
AKANG, British str., for Shanghai.  
ATUAN, British str., for Australia.  
OSANG, British str., for Swatow.  
24th January.  
JAX, British str., for Shanghai.  
ALIN MARU, Japanese str., for Swatow.  
EUTROPE, German str., for Canton.  
ATHILDE, German str., for Canton.  
ICHANG, German str., for Hongkong.  
GOSUNG, British str., for Canton.

VESSLS IN DOCK.  
23rd January.  
AREDEEN DOCK.—Bain.  
KOWLOON DOCK.—H.M.S. Moore, T. H.M.S. Glory, German, U.S.A.T. Leon, Ellen Richards, Vigilant, Perla, H.M.S. Odin, Bjorn, Paul Ben.  
HARBOUR DOCK.—Chilli, Macker, Harcourt, Teles, Douglas, Rickmers.

VESSLS ON THE BERTH  
COMPAGNIE DES MESSAGERIES MARITIMES.  
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Captain Sollier, will be despatched for the above route TO-MORROW, the 26th inst.  
For Freight or Passage, apply to  
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Agent.  
Hongkong, 20th January, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship.

"LIGHTNING."  
Captain J. G. Spence, will be despatched for the above route TO-MORROW, the 26th inst., 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LD.  
Agents.  
Hongkong, 22nd January, 1904.

FOR YOKOHAMA AND KOBE.  
THE Steamship.

"C. FERD. LAEISZ."  
Captain Sachs, will be despatched for the above route TO-MORROW, the 26th inst., at 5 p.m.  
For Freight, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 19th January, 1904.

"SHIRE" LINE.  
FOR HAVRE, LONDON, ANTWERP AND HAMBURG.  
THE Company's Steamship.

"RADNORSHIRE."  
Captain C. H. Burch, will be despatched for the above route on or about SATURDAY, the 1st January.  
This steamer has superior accommodation passengers.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
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Hongkong, 6th January, 1904.

NOT RESPONSIBLE FOR DEBTS.  
EITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE any DEBT contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour.  
THATR, Yellow barque, Sobieskino—Carlovitz

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	30th inst., at Noon.
LONDON	GLENCLOY	Brit. str.	Stallard	McGREGOR BROS. & GOW	2nd Feb.
LONDON & ANTWERP	NERSTOR	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	5th Feb.
LONDON, AMSTERDAM & ANTWERP, &c.	PALERMO	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 14th Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	16th Feb.
LONDON & ANTWERP	MOVYER	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	1st March
LONDON & ANTWERP	GLAUCUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	15th March
LONDON & ANTWERP	PAK LING	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	29th March
MAISELLES, &c., VIA PORTS OF CALL.	POLYNESIAN	Brit. str.	Le Colpeller	MESSAGERIES MARITIMES	To-morrow, 1 p.m.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.	W. Franke	MELCHERS & CO.	3rd Feb., at Noon.
HAVRE, BREMEN & HAMBURG	WURZBURG	Ger. str.	v. Binzer	HAMBURG-AMERIKA LINE	29th inst.
HAVRE, BREMEN & HAMBURG	RADEBORGH	Ger. str.	C. H. Burch	SHEWAN, TOMES & CO.	About 30th inst.
HAVRE, BREMEN & HAMBURG	P. VALERIE	Ger. str.	Kock	MELCHERS & CO.	About 30th inst.
HAVRE, BREMEN & HAMBURG	ALESIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINE	6th Feb.
HAVRE, BREMEN & HAMBURG	C. FERD. LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINE	27th Feb.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINE	8th March
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINE	22nd March
HAVRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	v. Dohren	BUTTERFIELD & SWIRE	25th April
GENOA, MARSEILLES & LIVERPOOL	KEENUN	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	22nd Feb.
GENOA, MARSEILLES & LIVERPOOL	AXAX	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	20th Feb.
TRIESTE, &c., VIA SINGAPORE, &c.	M. VALERIE	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	20th Feb.
NEW YORK, VIA PORTS & SUEZ CANAL	SUKH	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	27th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHEAN	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	10th Feb.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	ITO MARU	Jap. str.	M. J. Currow	NIPPON YUSEN KAISHA	To-morrow, 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	PINGUEY	Jap. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	25th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	OLYMPIA	Brit. str.	A. Dixon	DODWELL & CO., LIMITED	9th Feb., at 4 p.m.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	30th inst.
AUSTRALIAN PORTS	ANKUI	Brit. str.	Helms	BUTTERFIELD & SWIRE	12th Feb., at Noon.
ODENSA	EMPIRE	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	About 27th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MALAYA	Brit. str.	Brit. str.	P. & O. S. N. Co.	About 25th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SCOTIA	Brit. str.	C. J. Benton	HAMBURG-AMERIKA LINE	To-morrow, 5 p.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	C. FERD. LAEISZ	Ger. str.	Sachs	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	THAN	Jap. str.	J. W. Wale	NIPPON YUSEN KAISHA	27th inst., at 4 p.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAMPA MARU	Jap. str.	J. Campbell	NIPPON YUSEN KAISHA	29th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	C. H. Butler	NIPPON YUSEN KAISHA	27th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANCHURIA	Rus. str.	Prall	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YARE	Brit. str.	Seller	MESSAGERIES MARITIMES	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	29th inst., at 10 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MAIDZURU MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	27th inst., at 8 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAILONG	Brit. str.	Gibson	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ROHILLA MARU	Jap. str.	Ernest Bent	OSAKA SHOSHEN KAISHA	27th inst., 11 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 28th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANILA DIRECT	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	30th inst., 10 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAPRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	6th Feb., 10 a.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HUMAN	Brit. str.	Brit. str.	NIPPON YUSEN KAISHA	16th Feb., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KAGOSHIMA	Jap. str.	K. Kori	DAVID SASSOON & CO., LD.	To-morrow, 3 p.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LIGHTNING	Brit. str.	J. G. Spence	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MAZAGON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	THIPANAS	Dnt. str.	Brit. str.	H. C. TRADING CO.	Quick despatch.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
"DAIGI MARU"	FRIDAY, 29th
"ANPING MARU"	January, at 10 a.m.
"MAIDZURU MARU"	MONDAY, 26th
"I. Goto"	January, at 10 a.m.
"T. Saito"	WEDNESDAY, 27th
"T. Saito"	January, at 8 a.m.

HAMBURG-AMERIKA LINE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, BREITEN, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WURZBURG	HAVRE, BREMEN & HAMBURG	On 29th Jan. Freight & Passengers
ALESIA	(Calling at Singapore and Penang)	On 6th Feb. Freight
C. FERD. LAEISZ	HAVRE & HAMBURG	On 27th Feb. Freight
SITHONIA	(Calling at Singapore and Penang)	On 8th Mar. Freight
SAMBIA	HAVRE & HAMBURG	On 22nd Mar. Freight
ANDALUSIA	HAVRE & HAMBURG	On 5th April. Freight

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE, "WERN" BUILDING, No. 1.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* OLYMPIA	2,537	A. Dixon	Thursday, February 11th
* SHAWMUT	9,606	W. M. Smith	Friday, February 10th
* TACOMA	2,812	M. Ridley	Friday, February 26th
* VICTORIA	3,502	J. Trubridge	Wednesday, March 16th
* TREMONT	9,606	T. W. Garlick	Friday, March 25th
* OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT..... 9,606 tons. W. M. Smith..... About 28th January.  
S.S. TREMONT..... 9,606 tons. T. W. Garlick..... About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 13th January, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea)	SOCOTRA C. J. Benton, R.N.R.	About 25th January	Freight and Passage.
* SINGAPORE, COLOMBO and BOMBAY	MAZAGON W. H. S. Hall	About 26th January	Freight only.
LONDON, &c.	BENGAL G. Phillips	Noon, 30th January	See Special Advertisement.
SHANGHAI	CHUSAN W. B. Palmer, R.N.R.	About 30th January	Freight and Passage.
LONDON, AMSTERDAM and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO E. G. Andrews	About 14th February	Freight only.

\* Calling at Penang if sufficient inducement offers. For further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, 21st January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SACHSEN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
ROON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30th March
* HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 3rd day of FEBRUARY, 1904, at NOON, the Steamship "SACHSEN" of the Norddeutscher Lloyd, Captain W. Franke, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 1st February. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 2nd February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 2nd February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
Iyo MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 26th Jan., at 4 p.m.
M. J. Currow	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	at 4 p.m.
KUMANO MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 27th Jan., at Noon.
C. H. Butler	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 27th Jan., at 4 p.m.
J. W. Wale	KOBE	FRIDAY, 29th Jan., at DAYLIGHT.
HYACINTH MARU	KOBE and YOKOHAMA	at DAYLIGHT.
ARI MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 9th Feb., at 4 p.m.
J. W. Ekstrand	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	at 4 p.m.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th Feb., at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.

A. S. MIHARA, Manager.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct	Sat., 30th Jan., 10 a.m.
RUBI	2540	R. W. Almond	Manila direct	Sat., 6th Feb., 10 a.m.
PERLA	1980	A. H. Netley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUDDELL ST., HONGKONG. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of February	SINGAPORE, JAVA PORTS & MACASSAR	First half of February
TJILATJAP	(JAVA PORTS) VIA MACASSAR	Do.	SHANGHAI & JAPAN	Do.
TJIMAHI	Do.	Second half of February	Do.	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE AGENTS,  
THE HOLLAND CHINA TRADING CO.  
Telephone No. 201.

Hongkong, 11th January, 1904.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 26th January.
GLASGOW and LIVERPOOL...	"MOYUNE"	On 30th January.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 30th January.
GLASGOW and LIVERPOOL...	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 27th February.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL...	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 12th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"NESTOR"	On 5th February.
LONDON and ANTWERP...	"KINTUCK"	On 16th February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP...	"MOYUNE"	On 1st March.
LONDON and ANTWERP...	"GLAUCUS"	On 15th March.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
LONDON and ANTWERP...	"PAK LING"	On 29th March.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 28th January.
	"AGAMEMNON"	On 24th February.

The "PINGSUEY" left Singapore on the 20th inst., and is expected here on the 26th instant.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[10-11]  
Hongkong, 23rd January, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 26th January.
	"ANHUI"	On 28th January.
LOILO and CEBU	"HUNAN"	On 29th January.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[12]  
Hongkong, 22nd January, 1904.

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	Ernest Bent	3889	Wednesday, 27th January, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Tuesday, 2nd February, at 11

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.  
**K. MATSUDA, Acting Manager.**  
[17]  
Hongkong, 22nd January, 1904.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG STRAITS INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS CAPTAIN TO SAIL ON  
"INDRAVELLI" 4,899 E. P. Craven January 30, 1904  
"INDRAPURA" 4,899 A. E. Hollingsworth February 13, 1904  
"INDRASAMHA" 5,197 W. E. Craven March 15, 1904  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
[14]  
Hongkong, 12th January, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.		

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th Jan.	
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 10th Feb.	
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 24th Feb.	
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 9th Mar.	

Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.  
Intermediate on Steamers, 240.  
and 1st Class Rail 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
**D. E. BROWN, General Agent,**  
9, Pedder Street.  
[6]

## COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAISE.

### NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 26th January, 1904, at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coq, will leave this Port for MARSEILLES via Ports of Call WITHOUT TRANSIT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 25th January. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX, Agent.**  
Hongkong, 15th January, 1904. [2]

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamship  
"MANCHURIA,"  
Captain Prall, will be ready to load on or about MONDAY, the 1st February.  
For Freight or Passage, apply to  
**MELCHERS & CO., Agents.**  
Hongkong, 16th January, 1904. [249]

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship  
"GLENLOCHY,"  
Captain Stirling, will be despatched as above on TUESDAY, the 2nd February.  
For Freight, apply to  
**McGREGOR BROS. & GOW, Agents.**  
Hongkong, 19th January, 1904. [275]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
1903.  
"SIKH" ... 2nd Feb.  
"SAGAMI" ... 6th Feb.  
"AFRIDI" ... To follow.  
For Freight and further information, apply to  
**DODWELL & CO., LD., Agents.**  
Hongkong, 21st January, 1904. [1125]

## THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer  
"PRINS VALDEMAR,"  
Captain Kook, will leave for the above ports on or about WEDNESDAY, the 3rd February.  
For Freight or Passage, apply to  
**MELCHERS & CO., Agents.**  
Hongkong, 16th January, 1904. [249]

## NATAI LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANE PORTS every fortnight. For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**  
Hongkong, 4th August, 1897. [8]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
561 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
**J. TREVOUX & CO., No. 128, Connaught Road Central, Hongkong, 30th June, 1903.** [27]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong on week days at 7.30 P.M. on Excursion Sundays at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western-end of Wink Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 2 1/2 hours to reach Macao.  
**MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong 8th September, 1903.**

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BOB, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.  
**W.M. SCHMIDT & CO., Hongkong, 28th November, 1902.** [11]

## NOTICES TO CONSIGNEES.

STEAMSHIP "WYNERIC,"  
FROM PUGET SOUND.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo involving the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
**DODWELL & CO., LD., Agents.**  
Hongkong, 18th January, 1904. [282]

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship  
"SITHONIA,"  
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 21st inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th January will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th January, at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE, Hongkong Office.**  
Hongkong, 21st January, 1904. [320]

## GRACA & CO., FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PERL STREET, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.  
Are also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED.  
15 to 25 per cent. Discount Allowed.  
[314]

## "THE EAST OF ASIA." (Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.  
Price ... \$1.50.  
On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

## RUINART PEE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 18th May, 1903. [105]

## THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer  
"PRINS VALDEMAR,"  
Captain Kook, will leave for the above ports on or about WEDNESDAY, the 3rd February.  
For Freight or Passage, apply to  
**MELCHERS & CO., Agents.**  
Hongkong, 16th January, 1904. [249]

## NATAI LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANE PORTS every fortnight. For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**  
Hongkong, 4th August, 1897. [8]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
561 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
**J. TREVOUX & CO., No. 128, Connaught Road Central, Hongkong, 30th June, 1903.** [27]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong on week days at 7.30 P.M. on Excursion Sundays at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western-end of Wink Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 2 1/2 hours to reach Macao.  
**MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong 8th September, 1903.**

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BOB, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.  
**W.M. SCHMIDT & CO., Hongkong, 28th November, 1902.** [11]

## NOTICES TO CONSIGNEES.

STEAMSHIP "WYNERIC,"  
FROM PUGET SOUND.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo involving the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
**DODWELL & CO., LD., Agents.**  
Hongkong, 18th January, 1904. [282]

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship  
"SITHONIA,"  
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 21st inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th January will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th January, at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE, Hongkong Office.**  
Hongkong, 21st January, 1904. [320]

## GRACA & CO., FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PERL STREET, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.  
Are also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED.  
15 to 25 per cent. Discount Allowed.  
[314]

## "THE EAST OF ASIA." (Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.  
Price ... \$1.50.  
On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

## RUINART PEE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 18th May, 1903. [105]

## THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer  
"PRINS VALDEMAR,"  
Captain Kook, will leave for the above ports on or about WEDNESDAY, the 3rd February.  
For Freight or Passage, apply to  
**MELCHERS & CO., Agents.**  
Hongkong, 16th January, 1904. [249]

## NATAI LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANE PORTS every fortnight. For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**  
Hongkong, 4th August, 1897. [8]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
561 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
**J. TREVOUX & CO., No. 128, Connaught Road Central, Hongkong, 30th June, 1903.** [27]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong on week days at 7.30 P.M. on Excursion Sundays at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
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**W.M. SCHMIDT & CO., Hongkong, 28th November, 1902.** [11]

## A. LING & CO., FURNITURE STORE.

PLATED, GLASS AND CHOCOLATE WARE, &c., &c., and FOOCHOW LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [314]

## QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

DEALERS IN  
MARBLE AND GRANITE MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1899. [251]

## NOW ON SALE.

A BOOK FOR THE GLOBETROTTER.  
"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD (R.S. "HANKOW")  
With Illustrations, Maps and Plans.  
Price ... \$1.00

On Sale at—  
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Messrs. KELLY & WALSH.  
Messrs. W. HEBBER & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903. [283]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.  
Call Flag W.  
J. W. KEW, Manager.  
1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903. [334]

## SIEN TING.

SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903. [263]

## AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.  
REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.  
J. D. EDWARDS, Manager.  
Amoy, 3rd December, 1903. [78]

## BUDWEISER BEER.

EXTRA PALE LAGER in CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

TRADE MARK IN CUP AND QUALITY IN THE WOOD.

This Beer is brewed of best Spaiser Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.  
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

**F. BLACKHEAD & CO., Sole Agents.**  
Hongkong, 25th July, 1903. [211]

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Del



